



TRAFFIC SAFETY AND PARKING COMMITTEE MINUTES

Wednesday, February 6, 2008 - 7:00 pm

San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Acting Chair) Mark Howard	X	
Sol Weiner (Vice-Chair)		X
Tom Hamilton	X	
Doris Maez	X	
Eric Wood	X	

Staff in Attendance:

Steve Davis, Public Works Department
Frans Lind, Public Works Department
Matt Campi, Police Department

Public in Attendance Total: 22

2. REVIEW OF AGENDA

Found the agenda satisfactory.

3. APPROVAL OF MINUTES

On page 3 of 6, amend last sentence to have Mark Howard second the motion instead of Doris Maez. On page 4 of 6, 5th paragraph, last sentence should state "should evaluate" instead of "will evaluate." Page 5 of 6 should state "Sergeant Caldwell" instead of "Officer Caldwell". Motion to approve the January 2008 minutes as amended was made by Tom Hamilton, second by Doris Maez (M/Hamilton, S/Maez: 4-0-0) Approved.

4. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

5. REGULAR BUSINESS

5.A Consideration of New Red Curb, No Parking Zone along San Antonio Avenue from San Felipe to San Benito Avenue

Frans Lind introduced the request for red curbing along an extended section of San Antonio, which would include a significant elimination of parking along the west side of San Antonio. San Antonio Avenue is 30 feet wide and the parking along the west side is about 8 feet in width. A number of cars have been parking on the corners of San Antonio, making visibility exceedingly difficult. The critical speed is 33 mph and the speed limit is 30 mph. The clear sight distance required is 225 feet in both directions when viewed from a side street onto San Antonio.

Steve Davis commented that last June there were resident comments about the lack of sight distance and turning limitations on San Antonio, so conservative staff work was completed on this issue and reviewed against the need for parking in the area. Frans Lind commented that a number of residents have called regarding the lack of sight distance on this street.

Eric Wood asked if the City plans on repaving San Antonio. Steve Davis responded that it is not on the schedule at this time. Eric asked if staff had considered moving all the parking on San Antonio to the east side from the west side.

Doris Maez concurred with this idea, but had two concerns: there is a bank on the east side, which would make getting out on the passenger side of a vehicle would be difficult unless vehicles could park away from the curb; and the other concern would be having to cross traffic to get to your car. Frans Lind replied there should be some sort of walkway along the back of the curb on the east side. The crosswalks, for safety reasons, should be well lit.

Mark Howard asked about the plans Caltrain has for the east side of the curb line. Steve Davis responded that the City limit line is there, so the back of the curb is the end of San Bruno's right of way. The property adjacent to San Antonio is owned by the SFPUC. Mark Howard commented that the City should find a way to reduce the critical speed to the actual speed limit, as this would help the sight distance problem. Adding some three way stops in the areas that are seeing a lot of accidents would help also.

Frans responded that there have been two reported accidents on San Benito in the past year. Mark Howard asked if staff could evaluate some of the intersections in this neighborhood for the necessity of a three way stop.

Eric Wood stated this area has impacted parking already, so removing more parking is a concern. With the addition of a no parking zone it could make the street seem wider and encourage more speeders.

No public comment on this issue.

Mark Howard made a motion to have City staff re-evaluate the location for three-way stop sign marks at two to three locations and minimal red curbing as needed to avoid parking impaction. Second by Eric Wood. (M/Howard, S/Wood): 4-0-0 - Approved.

Doris Maez made a second motion to have City staff study the possibility of putting parking on the east side, along with adequate lighting for safe crossing. (M/Maez, S/Wood): 4-0-0 - Approved.

5.B Consideration of Potential Traffic-Calming Measures for Fleetwood Drive Neighborhood

Frans Lind stated this item is to address public concerns regarding speed and volume on Fleetwood Drive. The City recently performed a survey of this location because of numerous resident requests to review speeding along Fleetwood to the 2nd intersection of Rollingwood.

Mark Howard asked what the volume results were from the survey. Frans responded that the survey covered two days at this location: the north/south leg was 1000 vehicles per day and the east/west leg

was 631 vehicles per day. Mark Howard commented that Fleetwood is designed to handle 10 times that volume.

Steve Davis stated the City Council approved a policy for traffic calming in specific neighborhoods. Fleetwood is the first neighborhood to be reviewed, so the goal was to have residents come forward at the meeting and get a sense of what they felt was needed. City staff will look at the type of street it is, which Fleetwood is a collector street designed to carry 10,000 vehicles or less. Local streets carry 3,000 vehicles per day. The volume measure for Fleetwood is not near the collector volume. The posted speed limit is 25 mph. The goal is gather resident information and have staff review all the data and come back with recommendations and solutions.

Mark Howard stated the three tools available to correct the problems for any traffic issue are education, engineering and enforcement.

PUBLIC COMMENT PERIOD OPENED

David Fricke, 3561 Fleetwood Drive, stated he lives by the first crest on the hill and it creates a blind curve in front of his home. The dots on the road might help. Fleetwood is used just like Skyline, so people are flying. Speed bumps may be option or a radar camera.

Resident, no name given, confirmed that this location is dangerous and that cars fly down the hill.

Resident stated there is no speed limit sign on Fleetwood. The closest sign is on St. Cloud. Everyone thinks the speed limit is 35 and they are driving way too fast.

Resident stated he grew up on Cypress watching speeders, but the speeders on Fleetwood are much worse. Speed bumps need to be installed on Fleetwood.

Wayne Kutlik, 2771 block of Fleetwood, would like to see buttons on the street replaced.

Sal Castro, 2790 Fleetwood, stated his father lives on the 2900 block of Fleetwood near the crest of the hill. SamTrans used to come over the hill at 40 mph and cars still speed. If his father tries to back out of his driveway and someone is speeding over the hill, they won't be able to stop. Speed humps need to be installed.

Doug Peterson, 3730 Fleetwood, would like to see speed bumps on Fleetwood.

Resident, 3600 block of Fleetwood, stated the drivers that go to Skyline College and the traffic that will be coming from the increase to TreeTops apartments will be impacting Fleetwood.

Resident asked about traffic volume timing. He'd like to make sure the volume is being measured during the time school is in session. Mark Howard confirmed this will be part of the staff study.

Resident, 2700 block of Fleetwood, would like to see an emphasis on safety. Fleetwood is a one-lane speedway and there are little kids there. The majority of speeders during the day are mothers in SUV's and at night are the young guys. It is time to start heavy ticketing. Mark Howard responded that the police department has cut back on police officers and they are taxed already.

Resident feels speed humps are the only thing that will make a difference in slowing people down. Cars are going 60 mph down the street.

Mrs. James Brown, 3310 Fleetwood, stated visibility at her home is very poor when trying to pull into her driveway. There is a crosswalk near her driveway.

David Fricke, 3561 Fleetwood, stated the speed limit sign is far down the street and speeders will be far down the hill by the time they see it.

Gary Hineri, 2560 Fleetwood, stated the speeders start at 6 am and goes all day. He'd like some police enforcement early in the AM to catch these speeders.

Pete Bencharsky, 2915 Fleetwood, stated Rollingwood School is right down the street and the kids' safety is the most important thing. A stop sign on the corner of Cottonwood and Fleetwood might help. Police enforcement is needed at this intersection.

Steve Haas, 2931 Fleetwood, stated enforcement needs to be stronger. It seems to be protocol over common sense.

Wayne Kutlik, 2771 Fleetwood, stated he would like to see speed humps and he would help pay for them.

Sal Castro, 2790 Fleetwood, has seen speeders going 40 to 50 mph and has two kids that he worries about being in front of his house. When he pulls out of his driveway, there is always a car pulling up behind him honking. The speed is the issue, not the volume.

Doug Peterson, 3730 Fleetwood, speeding is the major issue.

Ben Vietz, 256 San Luis, would like to see speed humps on Fleetwood.

Rosa Solorzano, 3361 Fleetwood, there are kids in her neighborhood playing on the sidewalk and she is always nervous about the speeders.

Helmon Wong, 3065 Fleetwood, would like to see a radar officer on Berkshire to catch speeders.

Sal Castro, 2790 Fleetwood, stated maybe repainting the street divider might help.

Jeffrey Tong, 3660 Fleetwood, stated speeding is the major problem and maybe it should be reviewed to change it from a collector street to a smaller residential street.

Mrs. James Brown, 3310 Fleetwood, thanked the Committee for listening.

PUBLIC COMMENT PERIOD CLOSED

Mark Howard stated the City staff and the Committee members will review the concerns and come up with recommendations based on the resident's feedback. It will be placed on the TSPC agenda when City staff has developed mitigation actions and then go forward to the City Council for either further review or approval. Then City staff will come back and present the actions that will be taken.

Steve Davis stated the survey took place on Monday, December 3, 2007 at 3300 and 2975 Fleetwood and the critical speed at 3300 was 33 mph and at 2975 it was 34 mph. On November 28, 2007, staff measured at 2270 and 2260 and the 85% was 30 mph.

Mark Howard commented that the speed limit signs, centerline painting, dots and a stop sign at Cottonwood and Fleetwood seemed to be the priority recommendations from residents.

Frans Lind stated that 50 to 60% of the vehicles going down Fleetwood are speeding, up to 40 mph. It does not seem to be the residents that live in this neighborhood.

Steve Davis stated staff will take the resident's comments and bring the data back to the TSPC for review.

Doris Maze asked about the "monopoly" signs seen in Redwood City and their effectiveness. Mark Howard stated most signs are ignored by motorists.

Mark Howard commented that many cities are turning away from the Vehicle Code. They are using Mirror C Ordinances, in which the City gets a larger portion of the ticket fees. Commander Campi stated he is aware of this but it has not been reviewed by the City Council.

Eric Wood stated if we start giving fines to the speeders, they will remember. Tom Hamilton agreed with this idea. Mark Howard agreed that in the past, traffic enforcement did not bring in a large revenue for the City. An increase in income may be a motivator. Steve Davis stated staff could check with the City Attorney on this.

Commander Campi stated that cities that have utilized this are not general fund cities. They take the revenue and it goes directly back into traffic and safety issues. This could be beneficial in having more money to get the changes made.

5.C DeSoto Way at Santa Lucia Avenue Intersection (north) – Oral Report on Removal of Southerly Crosswalk

Frans Lind stated that according to Municipal Code, if a crosswalk is installed and approved by the City Traffic Engineer, but the Traffic Engineer feels that the City no longer needs a crosswalk at a certain location, then it can be presented to the City Council for removal. A resolution would be passed in order to approve the removal of an existing crosswalk.

Steve Davis stated this issue will go to the City Council, but staff wanted to get feedback from the Committee regarding removal of one of the crosswalks at the middle of the intersection.

Doris Maez stated there is an existing safe way to cross. Frans Lind confirmed there is an existing double yellow crosswalk.

Mark Howard stated we are talking about expanding the scope of the intersection from a three-way to a four-way intersection. Steve Davis the question is whether the Committee wants to retain the crosswalk or not.

Frans Lind stated that if the City paints the curb at this location red, it would give clear sight distance for DeSoto traffic. The volume on DeSoto is about double the traffic on San Luis. If a stop sign is placed where there is currently a yield sign, there is not a warrant for this at this location. Keeping traffic moving is more important at this location. The two stops at DeSoto are warranted but the three-way stop is not. Of the three stops at the north intersection, the one stop from the side on San Luis is warranted. School pedestrian traffic is limited at this location.

Commander Campi stated the reason for the additional stop signs is that the parking in the park was red curbed and moved onto the street and there was a need for pedestrian and vehicular control. Mark Howard stated Portola Way has a back alley that links to the intersection west of the school. This would give minimal vehicle contact.

Doris Maez commented that she thought there was a sight line issue at Santa Lucia at DeSoto. Frans confirmed this was corrected with red curbing.

Steve Davis stated staff evaluated the recommendation to remove parking and the alternative of a stop sign was considered at this location. Mark Howard stated the northbound stop sign is not serving a purpose and residents are already stating vehicles don't stop there. It gives a false sense of security. By moving that stop sign back to the south end of the intersection, it could preserve 75 feet of parking and create a two-way stop for vehicles coming up Santa Lucia.

Frans asked if the southern most crosswalk should be removed? Mark Howard stated the lines could be left for vehicle awareness. Frans stated advance signage should be installed for about two weeks before any changes are made.

Commander Campi stated residents on Portola Way are going to be wondering about the hazards for them. Also, traffic will have a clear line of sight along Santa Lucia and DeSoto northbound all the way through the park. Also pedestrian traffic runs through the park along the pool and the parking lot north of the intersection. Mark Howard stated better signage should be installed upon entering the park regarding pedestrians. Commander Campi stated the residents of Parkview will have a say when they see the stop sign is not protecting them.

6. REPORT OF COMMISSIONS, BOARDS AND COMMITTEES

Doris Maez stated there were no updates from the last meeting.

7. COMMENTS FROM COMMITTEE MEMBERS

Mark Howard asked about the staff evaluation of a three way stop at Donner that included a bicycle lane. He asked for an update. Steve Davis stated traffic counts have been ordered and will be done next week. It will come back to the TSPC in April.

8. COMMENTS FROM STAFF

None

9. ADJOURNMENT –

Motion: To adjourn the Traffic Safety and Parking Committee (TSPC) meeting until it's next regular scheduled meeting on March 6, 2008 at 7:00 p.m.

(M/Howard, S/Wood): 4-0-0 - Approved. Meeting Adjourned, 9 pm.